

NOTES IN THE PROVINCES.

THE Taunton people, albeit somewhat slow to move, even in the now pretty fairly worked and polished groove of municipal and sanitary reform and improvement, have at length summoned up activity and spirit enough to resolve on an "application to Parliament for an Act for repaving, lighting, watching, watering, cleansing, regulating, and otherwise improving this town, and for improving and regulating the market-place." Advertisements have been issued, and it is to be hoped that the Tauntonians will not break down beneath the accumulative weight of such a series of simultaneous resolutions, nor afford us any longer grounds for taunting them with the occasionally futile and retrogressive progress with which their long projected movements have hitherto dragged their slow length along. Attention, it seems, has of late, moreover, been pointed to the state of the drainage of the town; not that there is any want of common sewers alleged; for "there are plenty of them running underneath the street,"—but that "the inhabitants are not allowed to cut into them;" so that, in fact, they are like a colon without follicles,—a great gut without excretory ducts,—an organism much more characteristic, certainly, of the folly and absurdity of man himself, than of the wisdom and simplicity of nature in his own formation. It has been determined to advertise for contract tenders for either rebuilding or widening the West-bridge at Sherborne.—Mr. Lewis, the sculptor, of Cheltenham, has just completed for Lord Ellenborough, a column of Chen stone, for erection at Southam, to commemorate the achievements of the British forces in India, during the period of his lordship's government there.—An infant school, with a dwelling-house attached at either end, has been erected at Ilford, by Messrs. Curtis, the builders, of Stratford, from a design, in the Elizabethan style, by Mr. Mason, the architect, of Lime-street, city, and at the expense of a lady, Miss Ellen Thompson, of Ilford.—A separate note from Birmingham will be found in our present impression.—It is said that a new railway station is to be erected close to the west bridge at Northampton, so as greatly to increase a traffic already so much beyond what it was of old intended for, that the trampling, kicking, and over-running of pedestrians by horses is a thing of every day occurrence. A reverend vicar of the vicinity recommends a boarded pathway swung on chains or fixed to the wall, as the most effectual and cheapest plan of remedying the evil. A like case occurred at Stratford-on-Avon, where the traffic along Sir Hugh Clopton's bridge was accommodated, a few years since, by a path of open iron-work. There could be no difficulty, therefore, in adding to the exterior of the walls a footpath more substantial than any wooden one: even a stone flooring indeed might be laid down.—Old Weston Church, says the *Cambridge Chronicle*, has been undergoing considerable repair according to plans designed by, and executed under direction of, Mr. Allen, the architect of St. Ives.—Alterations in Springfield Jail, according to the *Chelmsford Journal*, have been made, for which the contractor was lately ordered to be paid 2,000*l.*—It is proposed to erect a new bridge, as a substitute for the present temporary one, between Yarmouth and Southtown.—A chapel has been built at Aycomb, near Hexham, for the alternate use of Independents, Wesleyans, and Primitive Methodists.—The Earl of Carlisle has directed plans to be prepared of his land in the vicinity of the railway station near Morpeth, to be laid out in streets or villas.—The Commissioners of Woods and Forests, who are to be in Edinburgh on the 26th instant, are to have estimates and proposals for the new corn market there brought under their notice.—The *Cork Constitution*, speaking of certain abuses in the public work system, says, that in some districts it is difficult to get even masons to do a day's work. In Mallow lately, when some small job was required at a public oven, which the relief committee had judiciously opened in order to provide the poor with bread, not a mason could be had. They were all employed as superintendents, &c., on the roads, and not one of them, though offered a day's wages for the work of a few minutes, would consent to go,

and only that the committee succeeded in borrowing one (from a Government officer it is said) they would have suspended operations altogether, and have left the needy to "the regular course of trade." Complaints too still continue of the peasantry quitting their native employment on the land, for employment on the public works, so that the small farmers are abandoning cultivation altogether; and even, it is absurdly suspected, following the example of their poorer neighbours, in many cases, applying for public work without much occasion.

DALSTON INSTITUTION COMPETITION.

SIR.—When the advertisement for designs for the Dalston Institution appeared (on the 10th of October last, although it is dated the 2nd), I had some leisure; I therefore wrote to the secretary, Mr. R. Simons, for the requisite information, complaining, at the same time, that the time given (from the 10th to the 28th of October) was extremely limited. After some days' delay, I received his instructions, which included the size of the required building, the sum to be expended (which was not to exceed 1,500*l.*), and a remark, that an elaborate design was not required, and that it must be in the Italian style. I prepared a design in the Italian style, and forwarded it to Mr. Simons. It was designed in as simple and chaste a manner as possible, having an eye to the 1,500*l.* It was a design that would admit of considerable enrichment if it was thought requisite. As soon as it was received, Mr. Simons wrote to me to inquire what sum it would take to execute my design. I told him 2,000*l.*, or it might be reduced to 1,800*l.*, executing it in a plainer style. I told him, however, that no building of such a size as the one required, could be executed for a less sum than 2,000*l.*, if it had any pretensions whatever. My design was returned. I should not have troubled you with this letter, only I see a letter in *THE BUILDER* of last week, complaining of the manner in which the committee have acted. For my part, I have determined never again to compete unless I know something of the respectability of the advertising committees. As "Alpha" states, the prettiest picture has no doubt been chosen, and a design to cost, not 1,500*l.*, but 3,000*l.*—I am, Sir, &c.,

J. BLENKARN.

Pellow House, Ollerton, Notts, Jan. 10, 1847.

Another correspondent has forwarded the following list of the tenders delivered for the carcass only.

	Main building.	Theatre.
Brake.....	£1,765	£1,243
Dean.....	1,693	1,312
Plaskett and Shelton..	1,692	1,300
Wood.....	1,685	1,300
Knight and Son.....	1,677	1,247
Wm. Smith.....	1,660	1,333
Trego.....	1,660	1,273
Glenn.....	1,642	1,208
Kebbell.....	1,635	1,250
G. J. Carter.....	1,624	1,189
Edw. Carter.....	1,600	1,200
Rider and Son.....	1,584	1,170
Yeoman.....	1,579	1,183
Wm. Higgs.....	1,539	1,147
Burton.....	1,522	1,125
Cooper and Davies...	1,600	1,000
Elston and Son.....	1,442	1,264
Pegrum.....	1,459	1,069

Quantities furnished by Charles Fowle.

The lowest amounts, in the whole, to 2,528*l.*, the highest to 3,008*l.*!

BRIMINGTON CHURCH.—This church, which is now being rebuilt from designs and under the superintendence of Mr. Mitchell, architect, Sheffield, is in the decorated style which prevailed in the 14th century. The plan is a double rectangle, having a nave with clerestory 57 feet by 20 feet, side aisles 57 feet by 12 feet, and chancel 25 feet by 17 feet, with the old tower at the west end. From want of funds it was thought necessary to reduce the expenditure, by omitting the clerestory, thus materially injuring the effect of the design. It is now, however, hoped that a sufficient sum may be raised for retaining this part of the original plan.

THREATENED REMOVAL OF WESTMINSTER BRIDGE.

A PUBLIC meeting, numerously attended, was held on Monday evening last at the Westminster Literary Institution, to consider the proposed bill for the removal of Westminster-bridge. All were unanimous in condemning the monstrous proposition, in favour of which, indeed, we have not yet heard one voice raised.

The chairman, Sir de Lacy Evans, said, in the course of his speech, that a committee of the House of Commons had recommended the erection of a new bridge on the same site as the present. It was stated that not less than 20,000,000 of people, and from 4,000,000 to 5,000,000 of horses, passed over this bridge in the course of a year, and the numbers had greatly increased of late years. There was greater traffic over Westminster-bridge than over any of the others except London-bridge. Mr. Barry, the architect of the new houses of Parliament, had prepared the plan of an iron bridge, to cost 260,000*l.*; but the committee had recommended a stone bridge, the expense of which was estimated at 360,000*l.* The bridge estates were expected to furnish more than 170,000*l.* of that sum, so that the expense to the public would be comparatively small. To the general astonishment, it appeared that some parties had now got the Commissioners of Metropolitan Improvements to sanction the introduction of a bill to abolish Westminster-bridge, to stop up this means of intercourse, to annihilate all the important interests connected therewith. He had now been nearly seventeen years in Parliament, and had never met with anything so extraordinary. He thought Lord Morpeth had been grossly imposed on, or he would not have lent his name to such a proposal.

The Dean of Westminster said he attended to oppose it, as well on account of the interests of the public as of the chapter, of which he was the head. Property would be ruined, improvements stopped, and the labouring classes greatly injured.

Mr. B. Hawes, M.P., said he would oppose the bill in every stage. As to the Woods and Forests, he did not believe they were promoters of it. It was a private bill for private interests.

The following resolutions were passed:—

"That the proposed abolition of Westminster-bridge, and the application of funds appropriated by Parliament for its maintenance, to the erection of another bridge near Charing-cross, is unjust and injurious to the public, to the parishes of St. Margaret and St. John, and to individuals, for the following principal reasons:—Because it would abruptly close the long-established thoroughfare from Surrey to the city of Westminster, St. James's Park, and the daily-increasing neighbourhood of Piccadilly and Chelsea; and leave no communication whatever across the river west of Charing-cross, free of toll; and also, because the cost of approaches to a bridge on another site alone would suffice for the erection of a new bridge on or close to the present site. Because it will entirely put a stop to the opening of new streets through the notoriously crowded, ill-drained, and dilapidated portions of these parishes (one of which streets has already received the sanction of Parliament), and prevent all improvements therein. Because the streets in connection with the present bridge were laid out by commissioners appointed by Parliament, and a very large amount of property has been therein created, under an implied agreement that a bridge should be maintained by Parliament on that spot for ever, and that the substitution of a bridge on a distant site (involving an enormous depreciation in the value of such property, and almost ruin to many individuals) would be a breach of faith which ought not to receive the sanction of the legislature.

"That independently of the most important considerations contained in the former resolution, and of the question, financial, local, and architectural, involved in the proposal for erecting the bridge near Charing-cross, and making the approaches thereto, this meeting is of opinion that its substitution for a bridge on the present site would be productive of manifest public inconvenience, because it would throw the enormous carriage traffic of Westminster-bridge, a portion of that now using Waterloo-bridge, and ultimately the traffic from all the south of England railways, on a spot which is now at times impassable by reason of the immense traffic from the city to the west end and western suburbs of the metropolis.

"That a copy of the foregoing resolutions be forwarded to the Commissioners of Westminster-